

Intimation.

Wm. Powell, Ltd.,

GENTLEMEN'S OUTFITTERS

NEW GOODS

SOFT DRESS

SHIRTS

VERY LIGHT WEIGHT

PERFECT FITTING.

NEW

CELLNETT

UNDERWEAR

COOL

SAFE

DURABLE.

BATH

ROBES

LARGE ASSORTMENT.

NECKWEAR

Exclusive Designs

Specially Selected.

ART SHADES

IN

GRAPES DE CHINE

IRISH POPLIN, ETC.

EVERYTHING

FOR

GENT'S WEAR.

Wm. Powell, Ltd.

28, Queen's Road.

(Opposite Clock Tower)

Public Companies.

GREEN ISLAND CEMENT COMPANY, LIMITED.

A N INTERIM DIVIDEND OF FIFTEEN CENTS per Share for the Six Months ending 30th of June, 1910, will be payable 15th day of September, 1910, on which date, on Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 15th day of September, 1910, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 26th August, 1910. [557]

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE NINTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the OFFICE of the Company, 26, George Street, No. 6, Cornhill, Road, on SATURDAY, the 17th September, 1910, at 10.00, for the purpose of receiving a Statement of Accounts and Report of the General Managers for the year ending 31st July, 1910, and electing a Consulting Committee and Auditors.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 2nd September, 1910. [559]

DOUGLAS STEAMSHIP CO., LD.

THE ORDINARY GENERAL MEETING OF THE SHAREHOLDERS in the above Company will be held at the Company's Office, on SATURDAY, the 24th September, at 10.00, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to 24th September, both days inclusive.

DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 3rd September, 1910. [581]

Auction.

PUBLIC AUCTION OF VALUABLE LEASEHOLD PROPERTY.

THE Undersigned will Sell by PUBLIC AUCTION,

THURSDAY, the 8th September, 1910, at 12 o'clock (Noon), at his Sales Rooms, Duddell Street.

IN ONE LOT.

All those Pieces or Parcels of Ground situate at Kowloon Point and registered in the Land Office respectively as THE REMAINING PORTION OF SECTION "A" OF KOWLOON INLAND LOT No. 441, and THE REMAINING PORTION OF SECTION "B" OF KOWLOON INLAND LOT No. 441, with the European Dwelling House thereon known as "GLENTHORPE," Kimberley Road.

The Property is held for the residue of the term of 75 years from the 24th June, 1885, created by the Crown Lease of Kowloon Island Lot No. 441.

Total Area 26,738 square feet.

Total Annual Crown Rent \$128.21.

For further particulars, Conditions of Sale and inspection of plans, apply to

GEO. F. LAMBERT,
Auctioneer.
Hongkong, 25th August, 1910. [558]

Intimations.

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE.

FOR the purpose of renewing some parts of the hauling machinery the Service of Cars will be SUSPENDED from 8.00 P.M. on SATURDAY, 10th inst., till 8.00 A.M. on MONDAY, 12th inst.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st September, 1910. [578]

STATE OF NORTH BORNEO.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of the Revenue Farms in the State of North Borneo from 1st January, 1911, as set out hereunder.

Tenders will be received at the Office of the Government Secretary, Sandakan, up to 12 o'clock noon on the 1st day of October, 1910, for the purchase of the exclusive privileges of the Farms enumerated below for a period of 1, 2 or 3 years commencing on the 1st January, 1911.

The Farms above referred to are the Ombin, Spili, Gambing, and Pambeking Farms for the whole or part of the State. Copies of the Forms of Contracts for the Farms and full particulars of the conditions to be observed by tenders may be seen on application at the Office of the Government Secretary, Sandakan, or of Messrs. Guthrie & Co., Singapore and Penang, or of Messrs. Gibb Livingston & Co. at Hongkong.

The rental rates for Ombin fixed by Government for the Ombin Farm for 1911, 1912, and 1913 are those specified below.

For every 3 hua pected	\$0.14
" 4 " "	0.10
" 5 " "	0.24
" 6 " "	0.38
" 3 chl rice pected	1.45
" 1 tabl "	4.80

Hongkong, 26th June, 1910. [474]

THE BRITISH FOREIGN IMPORT & EXPORT COMPANY, Central Building, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms.

HUNG ON & CO.

SHOW ROOM AND STORE at the Premises formerly occupied by A. CRICK & CO., 17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND FURNITURE, LINEN AND DRAPERS.

COOKERY, Cakes, Pies, and other confectionery, always on hand, for sale or on hire at moderate rates.
28, Queen's Road, 1910. [557]

TANKERS AND RUBBER.

THE POSSIBLE EFFECT OF THE TEMPORARY WITHDRAWAL OF U.S. RAW RUBBER FROM THE MARKET.

A distinctly uncomfortable factor has been provided the Rubber Market by the persistent downward trend in share values recorded of late in Wall Street. Are we, or are we not, to face, in the matter of rubber, the very direct effect upon the value of this commodity experienced in 1907? This is a question many of those interested in the raw rubber market have been putting to themselves each morning as they read the news of share movements in New York, and the question is one, frankly, some outside the almost circle of rubber can pretend to answer in a fashion likely to bring immediate comfort to the Plantation Rubber shareholder.

The fact that the United States consumers represent the market for about 65 per cent of the world's available supplies of raw rubber is generally admitted. The further fact that manufacturers—be they large or small—must acquire, and that speedily, substantial additions to their narrow stocks, or must fill their practically empty stores, are a couple of obvious facts which cannot escape the attention of the careful student of this particular industrial position.

If, however, a period of practically universal depression, due primarily to the inability of the United States to export raw material, or partially manufactured material, in the shape of cotton, corn, etc., has to be faced, two very certain prospects are in front of the American manufacturer.

In the first place, he has to recognize that a shrinkage in the usual financial facilities granted him in boom times has to be calculated upon. In the second, refusal, on the part of the banks, to finance his ventures means, no doubt, decreased output, and at first sight increased selling prices for the articles which he is converting from raw material into merchantable commodities. The question, however, at once arises, can the potential consumers, the proletariat, or, at best, the lower middle classes—even in a Republic of great wealth—obtain—continue to live upon the spending basis which boom times admit of them doing? A millionaire, it is true, may get through in the course of a year two dozen pairs of rubbers; but, from the producer's standpoint, his orders in point of profit earned from sales do not equal the single pair, or, perhaps the couple of pairs, per capita purchased by the worker under "full time" or the clerk in employment—these latter requirements figuring at thousands of pairs of rubbers against the millionaire's couple of dozen. Given, then, short time in the industrial world, the sinking and (if we may judge on an old-world analogy) the subsequent and almost immediate impoverishment of the black-coat brigade through absence of employment and inability to obtain fresh "cribs" on account of financial depression, the ultimate effect upon the profit of any producer who is not directly associated with the vending (in some form or other) of absolutely essential commodities may be readily guessed.

We have instanced only one source of revenue open to the United States rubber manufacturers—a source which roughly represents some seven millions sterling per annum to him and to his fellows. Rubbers are hardly looked upon throughout the Eastern States of America as luxuries, but if a man or a family is forced to consider the question of golf-shoes and food, we fancy food would hold the winning card. Innumerable other industrial and domestic economies in connection with the rubber manufacturing trade would of necessity follow, especially if the spell of financial depression were in any way prolonged.

Accepting this, then, as an inevitable fact, and assuming that the chance of the demand for manufactured rubber goods in the States are, in consequence, reduced to near the minimum, the question not unreasonably arises what is the prospective effect upon the price of the raw material should such depression prove more than merely temporary? Knowing, as we now do, that the United States rubber manufacturers have "not" the stocks of raw material in hand which they had prior to, during and immediately after the 1907 period of depression; knowing too, that the chances are all against a prosperous "fall" in the United States—the inability of this country to export goods, according to present harvest calculations, alone is practically a proof in point—will the raw rubber consumers remain the anxious buyers of the commodity they have been doing recent months, or will they, figuring upon the inevitable effects of their buying in a narrow market, refrain from openly appearing therein, and consequently cause a material reaction in the average price of the commodity?

It has been generally admitted that, while the smaller rubber manufacturers in the States are living a hand-to-mouth existence in the matter of supplies, the large firms—representing the "Trust"—had sufficient raw material in hand to easily fill orders for the autumn and winter, but at the end of July their stores—in other words, their invisible supplies—would reach vanishing point.

THE POWER OF THE TRUST. The end of July is here; the financial reactions of the United States Rubber "Trust" are admittedly very grim. How great it is not within our knowledge to accurately assess; but the point remains: are the powers of these associated purchasing and manufacturing concerns sufficiently strong to "materially" depress the price of the raw commodity, assuming that for a period—of greater or shorter duration—their buyers are "out of the market"?

Remember, the United States takes roughly 65 per cent of the world's available raw rubber supplies. It consumes, on an average, another very high percentage in the shape of manufactured goods of such raw rubber supplies. Great Britain, however, figures nearly one-half of the raw rubber consumed in her ports. Germany is also a very substantial consumer of the raw rubber.

There is no doubt that with the price of high-grade rubber substantially below current rates, Great Britain would retain and convert into manufactured rubber goods a considerably higher percentage of the raw material at present reaching her shores. Germany, in a more modified fashion, would do the same. This would mean, of necessity, larger profits to our and to German manufacturers, as well as increased employment in connection with the industry in these countries. Whether such profits, however, would admit carrying on business in the United States in manufactured articles is an open question—to open, indeed, the tariff regulations considered, that the shrewd business man might well hesitate before definitely pronouncing an opinion on this point. The advantages which might accrue—we say "might"—advisably—could at best be transient to our rubber manufacturers; to the producer of the raw material they could not be advantageous.

VALUE DEPRECIATION ON CONSUMPTION.

For this reason. Take the marked decline in the United States consumption of raw rubber; the obvious result would be the "dumping" of increased supplies (either earlier or later) at the centers where the demand, if not exactly growing, is at least constant, and possibly improving upon comparative figures. The first result would be a pronounced increase in visible stocks at the usual "impinging centres"; the second, a perfectly reasonable "distillation" on the part of consumers to purchase either wild rubber at the ruling rates or to bid for cultivated rubber at prices recently easily obtainable at auction. Furthermore, when, either by private treaty or by purchases at lower prices at auction, the invisible supplies of manufacturers in the country and, perhaps, on the Continent had been materially increased—when, indeed, these manufacturers had bought their raw material in insufficient quantities to practically guarantee them against the private or open markets for crude rubber for some considerable time to come—the ruling values for raw rubber would be of necessity lower—perhaps much lower: then the producer has reasonable grounds to expect.

It might be at once asserted, of course, that given a restoration of financial equilibrium, or a fresh period of prosperity in the United States, that the inevitable demand—or even the expectation of such a demand during the time of depression—would and must have a steady effect upon the price of crude rubber. Had such anticipations this effect when, as the result of the 1907 Yankee collapse, rubber fell shillings per pound below what has since been admitted to be its natural commercial level? Of course not. This is right, so far as the Brazilian supplies are concerned—and the three intervening years have materially altered the situation, so far as raw rubber supplies go. In 1907 the Middle East was shipping some thousands of tentative pounds' weight of rubber per annum. In 1910 the Middle East has shipped its thousands of cwt of fine dry rubber; in 1911 the Middle East will ship its thousands of tons of dry rubber, equal in quality, for the most part, to the best that Brazil can, or ever will, produce.

If we allow, on the most liberal scale, for increased European rubber consumption, we cannot ignore—even if we wished to do, we do not—the stupendous factor North America unquestionably is in the matter of consumption of supplies. It may be said that the United States must have rubber. True enough, the United States must have rubber—more rubber (according to the latest available statistics) by 10 per cent than the rest of the world combined. But no power on earth can compel the United States to buy rubber unless it wants to do so at prices the manufacturers there consider too high for their requirements; and if, as it might so fall out, the United States cannot pay for the rubber which its manufacturers require, actual manufactured rubber necessities can be purchased abroad to be sold to internal consumers at more or less reasonable prices—a market which the tariff regulations would speedily close the moment financial considerations admitted the advent of the United States consumers of the raw material figuring once more in the market as purchasers.

CAN RUBBER VALUES BE MAINTAINED?

The first point, then, for the average Plantation Rubber shareholder to consider seems to us to be—can recent raw rubber values (after making allowance for all obvious contingencies) be maintained? We hardly think so; but upon this qualified opinion he need not rush away to realize his holdings; for, as far as plantations rubber producers are concerned, any decline in the selling price of rubber will be more than offset by the increased annual outputs of these properties for some years to come, unless in the improbable event of rubber falling to, say, 1s. 6d. per lb. Even the eternal absence of United States from the world's raw rubber markets could not bring about such a state of affairs.

Rubber, however, falling some totally unexpected (and that, to speak truthfully, usually happens) development, will rule lower in the future. But plantation rubber, which Middle East plantations, at any rate, will continue for a long time to come a very profitable investment.—The Financier.

FOR SALE.

GRACA & CO.

77, DEE YUKE ROAD.

ASIATIC POSTAGE STAMPS.

VIEW POST CARDS.

Stamps in Sets, Folders, Bags and Single.

Albums, A.C. Stamps, and Post Card Albums.

Postage Stamp Collectors for 1910.

Stock, Books, Duplicate, Postcard, Postage Stamp Collectors for 1910.

Two new, Magnifying Glasses, Postcard Albums.

Novels, Books for children and household use.

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HONGKONG AVERAGE MARKET PRICES.

Corrected 31st August, 1910, 100 lbs. per 5 Mts.

BUTCHER MEAT.

Beefsteak & Prime cut—Moi Lung Pa B.

Corned—Ham Ngau Yek.

Roast—Shiu.

Breast—Ngau Lam.

Boop Tong Yek.

Steak—Ngau Yek Pa.

Sirloin—Ngau Lan.

Sausages—Ngau Yek Chong.

Bellock's Brains—Know.

Tongue fresh—Ngau Li.

Corned—Ham Ngau Li.

Head—Ngau Tao.

Heart—Ngau Sun.

Hump, Salt—Ngau Kin.

Feet—Ngau Keok.

Kidneys—Ngau Yik.

Tail—Ngau Mei.

Liver—Ngau Ope.

Tripe (undressed)—Ngau To.

Calves' Head and Feet—Ngau-chai.

Mutton Chop—Yang Pak Kwai.

Leg—Yang Pak.

Shoulder—Yang Shan.

Pigs' Chilling—Chi chong.

Brains—Chi Kwok.

Feet—Chi Keok.

Fry—Chi Chak.

Head—Chi Tao.

Heart—Chi Sam.

Kidneys—Chi Yik.

Liver—Chi Kon.

Pork Chop—Chi Pak Kwai.

Corned—Ham Chai Yek.

Leg—Chi Pak.

Fat or Lard—Chi Yek.

Sheep's Head and Feet—Yang Tao.

Keok.

Heart—Yang Sam.

Kidneys—Yang Yik.

Liver—Yang Kon.

Pork Chop—Chi Pak Kwai.

Corned—Ham Chai Yek.

Leg—Chi Pak.

Fat or Lard—Chi Yek.

Sheep's Head and Feet—Yang Tao.

Keok.

Heart—Yang Sam.

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Heart—Yang Sam.

Kidneys—Yang Yik.

Liver—Yang Kon.

Pork Chop—Chi Pak Kwai.

Corned—Ham Chai Yek.

Leg—Chi Pak.

Fat or Lard—Chi Yek.

SHIRTS—SE YU.

Shirts—Se Yu.

Shirts—Ha.

Shirts—Lap.

Socks—Tai Se Yu.

Tank—Wan Yu.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.
The only line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER, SAVING 3 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration.)
Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 2TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF CHINA" SATURDAY, OCT. 23TH.	"ALLAN LINE" FRIDAY, NOV. 15TH.
"MONTEAGLE" TUESDAY, NOV. 2TH.	
"EMPRESS OF INDIA" SATURDAY, NOV. 10TH.	From St. John.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.
"Allan Line" Steamers will depart from Hongkong at 6 p.m.	"ALLAN LINE" FRIDAY, JAN. 15TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line) 471.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (tamed intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 445/-
Via New York 455/-
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. GRADDOCK, General Traffic Agent,
Corner Peddar Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

For	Steamship	On
SHANGHAI, KOBE & MOJI	"NAMSANG"	FRIDAY, 9th Sept, Noon.
MANILA	"YUENSANG"	FRIDAY, 9th Sept, 4 P.M.
SHANGHAI via NINGPO	"HANGSANG"	SATURDAY, 10th Sept, Noon.
SGAPORE, PENANG & CALCUTTA	"FOOKSANG"	WEDNESDAY, 14th Sept, Noon.
TIENSIN	"CHONGSHING"	THURSDAY, 15th Sept, Noon.
MANILA	"LOONGSANG"	FRIDAY, 16th Sept, 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 14 DAYS).

The steamers "Kaituma" and "Koonpang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light, & daily qualified cargo is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted with Electric Light.

Taking Cargo on through Bills of Lading to Yokohama, Kobe, Moji, Tientsin & Newchwang.
Taking Cargo on through Bills of Lading to Kaituma, Lohai, Dairi, Simpoora, Tawao, Usukan, Jesselton and Labuan.

For Freight of Passage, apply to JARDINE MATHESON & CO., LD.,
Telephone No. 315.
Hongkong, 5th September, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAKING"	6th Sept, 4 P.M.
ILOILO & ORDO via AMOY	"SUNGKIANG"	7th " 4 P.M.
SWATOW, AMOY & SHANGHAI	"PAKHOT"	7th " 4 P.M.
TSINGTAO, CHEFOO & NEWCHOW	"YANOHANG"	8th " Daylight.
SHANGHAI	"CHINCHUA"	8th " 4 P.M.
CHEFOO & TIENSIN	"HUICHOW"	10th " 4 P.M.

Reduced Saloon Fare, single and return, to Manila and Australian Ports.
DIRECT SAILING TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA, TWIN-SCREW STEAMERS. A TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

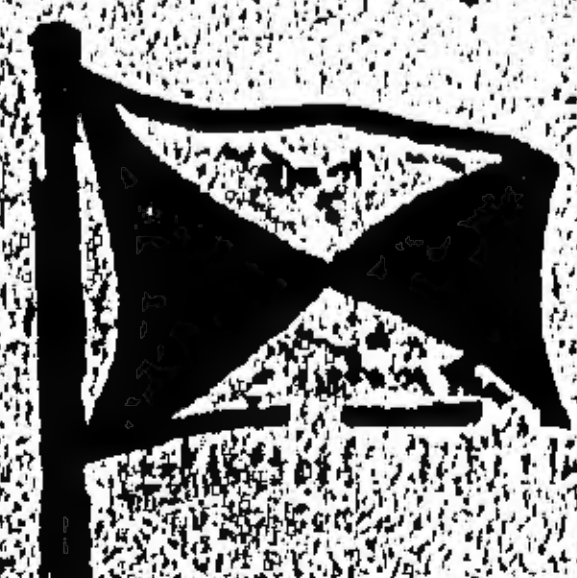
FAST SCHEDULE TWIN-SCREW STEAMERS (Anker, Chuen, Lion, Chien), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Tuesday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before mid-night on Saturday for the Sunday morning callings. A Company's launch leaves Murray P. at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,
Telephone No. 35.
Hongkong, 5th September, 1910.



HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captn.	For	Sailing Date
LAURO	1140	A. Fraser	MANILA	SATURDAY, 10th Sept, 11 Noon.
LAURO	1140	A. Fraser	MANILA	SATURDAY, 10th Sept, 11 Noon.

SHEWAN TOMES & CO.

General Managers.

Shipping—Steamers.

OSAKA SHOSEN KAISHA

REGULAR SERVICES. PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

TRANS-PACIFIC SERVICE

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Greatland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA via KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 7th Sept, at Noon.
VICTORIA, B.C. & TACOMA via MOJI, KOBE AND YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	6,059	WEDNESDAY, 21st Sept, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for seagoing passengers situated amidships. A limited number of Cabin passengers carried at low rates. Best adapted route for carrying Silk, Strychnine and Paracels. Special attention given towards Express connections.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
ANPING via SWATOW and AMOY	"SOSEU MARU" Capt. Y. Yamamoto	WEDNESDAY, 14th Sept, at Noon.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BUJUN MARU" Capt. Y. Faiseno	THURSDAY, 15th Sept, at Noon.

SPECIAL REDUCTION of 30% will be allowed to 1st and 2nd Class Passengers to FOOSHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nisshin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class	2nd Class	3rd Class
\$73.00	\$55.00	\$37.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, and September, 1910. T. ARIMA, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1910
MARSHILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"T. KAWAGAWA MARU" Capt. C. H. Butler, Tons 7000 "MIYASAKI MARU" Capt. S. Ishikawa, Tons 9000 "KITANO MARU" Capt. F. R. Cope, Tons 9000	THURSDAY, 8th Sept, at 4 P.M. WEDNESDAY, 14th Sept, at Daylight. WEDNESDAY, 21st Sept, at Daylight.

VICTORIA, B.C. & SEATTLE	"SADO MARU" Capt. R. Nordahl, Tons 7000	SATURDAY, 10th Sept, From KOBE.
VICTORIA, B.C. & SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	"AWAMARU" Capt. S. Ishikawa, Tons 7000 "INABA MARU" Capt. K. Kiwara, Tons 7000	TUESDAY, 13th Sept, at 4 P.M. TUESDAY, 13th Sept, at Noon.

SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"YAWATA MARU" Capt. T. Sakai, Tons 5000 "NIKKO MARU" Capt. M. Yagi, Tons 6000	FRIDAY, 10th Sept, Noon. FRIDAY, 25th Oct, at Noon.
BOMBAY, via SINGAPORE AND COLOMBO	"OOLOMBO MARU" Capt. E. Combes, Tons 5000	TUESDAY, 6th Sept, at Noon.
SHANGHAI, MOJI & KOBE	"OKUYOSHIMARU" Capt. Fred. Fyfe, Tons 6000	WEDNESDAY, 14th Sept, at Noon.
MAGASAKI, KOBE and YOKOHAMA	"HIKOKU MARU" Capt. M. Yagi, Tons 6000	WEDNESDAY, 21st Sept, at Noon.
KOBE and YOKOHAMA	"HIKOKU MARU" Capt. H. Fraser, Tons 5000	THURSDAY, 15th Sept, at 4 P.M.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING 1st MAY, ending 30th SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 8 months.

YOKOHAMA RETURN	KOBE RETURN	MOJI RETURN	NAGASAKI RETURN
1st Class.....\$130	\$110	\$100	\$90
2nd ".....\$80	\$70	\$60	\$50

With option of rail between calling ports in Japan.

5 Fitted with new system of wireless telegraphy. 6 Cargo only. 7 Carries deck passengers. 8 Calling at Saigon. 9 Calling at Shanghai.

Through Passage Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Manila, Java, Cebu, Hongkong, and Yokohama & days.

For further information apply to N.Y.K. Line, Agents, 100, Queen's Buildings, Local Branch Office, 1st Floor, Peddar Street, First Floor, Queen's Buildings.

T. KUBOMOTO

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE

TO NEW YORK, VIA PORTS OF THE SUEZ CANAL.

(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG

FOR BOSTON NEW YORK:
S.S. "SAINT PATRICK" On or about 10th Sept.
For Freight and further information, apply to
DODWELL & CO. LIMITED,
Hongkong, 5th September 1910.

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI

SEDE IN ROMA.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, SUEZ, NAPLES, LONDON, and GENOA; also VENICE and TRIESTE; all WEDNESDAY, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALCUTTA.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA, and MALAGA).

THE Steamship

"CAPRI" Captain Moretti, will be despatched as above on MONDAY, the 12th September, at Noon.

For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co., Agents.

Hongkong, 31st August, 1910. [16]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSHILLES, LONDON AND ANTWERP.

THE Steamship

"CARNARVONSHIRE" Captain Gregory, will be despatched as above about 17th September.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 30th August 1910. [17]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ST. ALBANS" Captain Hood, will be despatched as above on SATURDAY, the 17th September, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provision for the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fixed in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.

Hongkong, 29th August, 1910. [17]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA via SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captn.	Overboard
Genoa	4,531	F. S. Conley	1910
Genoa	4,531	G. B. McGill	1910
Genoa	4,531	J. Boyd	1910

Offing at Amoy and Keelung if sufficient independent offers.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PASSENGER EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO. LIMITED,
100, Queen's Buildings.

Hongkong, 5th August, 1910.

LEE YEE

HAIR DRESSING SALOON

HAI ALWAY ON HAND

TOILET REQUISITES

FOR SALE

Consignment.

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES FROM EUROPE.

THE Company's Steamship

"GLANMORGANSHIRE" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharves and Godowns Co.'s, hazardous and/or extra hazardous Godowns at Kowloon, where such consignments will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 5th prox. at 3 P.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 5.30 A.M. on 5th prox. No claims will be admitted after Goods have left the Godown nor will they be recognized if not presented within 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 30th August, 1910. [17]

FROM EUROPE

THE H. A. L. Steamship

"AMBRIA" Captain Deloit, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharves and Godowns Company Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 5th prox. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 5th prox. at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO

Ex ss. Pampulona from New York.
"Barrow" from Bordeaux.
"Belgrave" from Lisbon.
"Brimes" from Seville.
"Eli" from Copenhagen.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 30th August, 1910. [17]

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "SUVERIO," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO. LIMITED,
Agents.

Hongkong, 30th August, 1910. [17]

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 6th inst. will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO. LIMITED,
Agents.

Hongkong, 31st September, 1910. [18]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharves and Godowns Co.'s, hazardous and/or extra hazardous Godowns at Kowloon, where such consignments will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo—
From London, Ex ss. "Delta," "Savannah" and "Hawthorn" (Rates of Freight).
From Australia, Ex ss. "Albatross," "Emu," "Galleon," "Hawthorn," "Savannah" and "Savannah" (Rates of Freight).
From Penang, Ex ss. "Albatross," "Emu," "Galleon," "Hawthorn," "Savannah" and "Savannah" (Rates of Freight).

& P. & O. S. N. Co.'s Steamer.
Optional Goods will be landed, subject to instructions, on

HOMEWORK

Adams, F. R.	Malacca, H. Van
Andrew, J. R.	Miller, H. R.
Backhouse, H.	Moore, M. J. C.
Blake, D. E.	Moore, D. A.
Banner, Mrs. W. C.	Monclair, A. R.
Dorling, J. H.	Northcombe, Mr. and
Fisher, H. G.	Mrs. V. D.
Foraith, Capt. G. A.	Ray, E. H.
Garya, H.	Rodgers, R. K.
Guthbourn, V.	Rowley, F. J.
Hall, Capt. T. P.	Russell, J. A.
Hald, A. H.	Sadler, J. A.
Hennago, H. G.	Solomon, H. H.
Hewett, Hon. Mr.	Spalding, Dr. and Mrs.
Hongbi, Do. S.	A. D.
Jack, O. M.	Spittler, J.
Jackson, W.	Squire, Miss A.
Joseph, E. S.	Thompson, A.
Keay, C. M.	Thompson, Mr. and
Lav, W. A.	Mrs. L. L.
Larsen, S.	Truitt, M. L.
Leigh, Miss A.	Waters, W. W.
Lloyd, Mr. G. T.	Walker, A. V.
Logan, W.	Weeks, L. D.
Lowry, Miss K. A.	West, H.
Marriot, Dr. O.	Wright, A. A.
	Wood, G. G.

DOCK RETURN.

TAIKOO DOCK.

Diameter.....	At Quarry Bay Dock.
Nanchang.....	"
Dumelta.....	"
Union.....	"

Ships Passed The Canal.

16th August—*Bertrand, Darflinger, Fitz-shire, Inverclyde, Klatsch, Nolla, Pathan, Westphalia.* 19th August—*Afrana, Mars, Pembroke, Mikamo, Mars, Proreth, Transvaal, Yarra, Bertha, Franz, Ferdinand.* 23rd August—*Intervale, Inverclyde, Zulawa.* 24th August—*Alchena, Palawan, C. Fox, Lalla, Eudora, Ernest, Simon, Wadsworth, Nippon, Sikkola, Amiel, Reimann, Indrade.* 10th August—*Brandt, Prinz Elia, Fridrich, Somali, Sava, Mars, Wynette.* 2nd and 3rd September—*Berkid, Brazil, China, Kaga, Mars, Kama, Kiet, Mackay, Meyna, Oceania, Paukwa, Tama, Mars, Pacific.*

Arrivals at Hong—16th August—*Bertha, Aik, Mars, Athol, Arcadia, Suetia, Koon, 10th August—Canton, Teale.* 24th August—*Cyclops.* 26th August—*Pembroke, Klatsch, Mikamo, Mikamo, Mars, Westphalia.* 28th August—*Malla.* 10th August—*Lalla, Brakerop, Franz, Ferdinand, African Prince,* and September—*Berkid, Simon, Pembroke, shire, Kallow.*

	Sept. 4 a.m.	Sept. 4 p.m.
Barometer.....	30.64	30.60
Temperature.....	75	80
Humidity.....	87	81
Wainfall.....	3.54	—

A STATION.

CAPTAIN.	LAST RECEIVED A
Lowden.....	Wai-hai-wai
Kiddle.....	Shanghai
Robert.....	Wai-hai-wai
G. Washington.....	Shanghai
nder E. H. Donera.....	Hongkong
P. Heard.....	Shanghai
A. T. Burrell.....	Hongkong
nder C. E. Lloyd Thomas.....	Shanghai
Nicholas.....	Wai-hai-wai
nder B. J. Guy, V.C.....	Wai-hai-wai
nder H. S. Menrose.....	Wai-hai-wai
nder G. S. Heathcote.....	Wai-hai-wai
under T. J. S. Lyne.....	Yan-tai-wai
earmont.....	Borneo
J. Gayley.....	Wai-hai-wai
ower, M.V.C.....	Wai-hai-wai
nder G. F. Letts.....	Wei River
nder G. H. Woodward.....	Yagtoe
Stevens.....	Wai-hai-wai
A. Mellis.....	Hongkong
nder E. J. Southby.....	Wei River
nder J. M. Banks.....	Yagtoe
low.....	Hoi tong
J. Kyres.....	Hoi tong
nder R. J. Bechman.....	Yagtoe
M. A. Baillie Hamilton.....	Wai-hai-wai
nder G. Lloyd Thomas.....	Singapore
nder R. J. Hancock.....	Hongkong
nder B. H. Wilding.....	Yagtoe
B. R. Brooks.....	Yagtoe
nder G. F. A. Meloch.....	Yagtoe

[illegible]

SHARE QUOTATIONS

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to 10.00 AM. (Afternoon quotations from "Commercial Intelligence" page 5.)

STOCKS	NO. OF SHARES	VALUE	PAID UP	RESERVE	AT WORKING ACCOUNT	LAST DIVIDEND	CLOSING QUOTATIONS
BANKS.							
Hongkong & Shanghai Banking Corporation	130,000	\$125	\$125	\$1,500,000	\$2,000,000	£2 5/- for half year ending 31.12.09; G. 2 1/2	50 buyers; 2 1/2 ex div.
National Bank of China, Limited	99,925	£7	£6	\$1,000,000	\$1,000,000	£1 (London 3/6) for 1909	2 1/2 buyers
MARINE INSURANCE.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000	\$1,000,000	\$10 for 1908	6 1/2; 175 sales
North China Insurance Company, Limited	10,000	£15	£5	\$1,000,000	\$1,000,000	Final of 7/6 making 15/- for 1908	5 1/2; 115 buyers
Union Insurance Society of Canton, Limited	15,400	\$250	\$100	\$1,000,000	\$1,000,000	Final of 5/12 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	6 1/2; 215 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000	\$1,000,000	\$12 for year ending 31.12.08 and interim of 5/- on account of 19.9	7 1/2; 205
FIRE INSURANCE.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	\$1,000,000	\$5 and bonus \$1 for 1908	7 1/2; 214 buyers
Hongkong Fire Insurance Company, Limited	5,000	\$250	\$50	\$1,000,000	\$1,000,000	\$27 for 1908	8 1/2; 225 buyers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$1,000,000	\$1,000,000	\$2 1/2 for 1908	5 1/2; 215 sellers
Douglas Steamship Company, Limited	30,000	\$50	\$50	\$1,000,000	\$1,000,000	\$2 1/2 for year ending 30.6.1908	5 1/2; 215 sellers
Hongkong, Canton & Yacow Steamship Co., Ltd.	80,000	\$15	\$15	\$1,000,000	\$1,000,000	Dividend of \$1 1/2 for 1908	8 1/2; 215 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$1,000,000	\$1,000,000	£6 for 1907; Preference shares only @ 10/-	5 1/2; 215
Do. (Deferred)	60,000	£5	£5	\$1,000,000	\$1,000,000	£6 for 1907; Preference shares only @ 10/-	5 1/2; 215
"Shell" Transport and Trading Company, Limited	4,000,000	£1	£1	\$1,000,000	\$1,000,000	Final of 1/6 for 1908 and interim of 1/6 for 1909	5 1/2; 215
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000	\$1,000,000	A dividend of 7 1/2% for year ending 30.4.1909	4 1/2; 215
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$180	\$100	\$1,000,000	\$1,000,000	\$10 per share for 1909	6 1/2; 215 buyers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000	\$1,000,000	\$5 for 1907	5 1/2; 215 buyers
Perak Sugar Cultivation Company, Limited	7,000	\$100	\$100	\$1,000,000	\$1,000,000	\$10 for year ending 31.12.09	5 1/2; 215 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	600,000	£1	£1	\$1,000,000	\$1,000,000	Interim of 1/6 for 1909 (coupon No. 14)	9 1/2; 215
Headwaters Mining Company, Ltd.	60,000	£1	£1	\$1,000,000	\$1,000,000	Final of 1/6 for 1908	5 1/2; 215
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	\$1,000,000	\$1,000,000	\$2 per share 1908 dividend	5 1/2; 215
Oriental Consolidated Mining Co., Ltd.	500,000	G 5/10	G 5/10	\$1,000,000	\$1,000,000	Final of 1/6 for 1908 and interim of 1/6 for 1909	5 1/2; 215
DOCKS, WHARVES & GODOWNS.							
Fenwick (Gep.) & Co., Limited	15,000	\$25	\$25	\$1,000,000	\$1,000,000	\$2 1/2 for year ending 31.12.08	5 1/2; 215 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$1,000,000	\$1,000,000	\$2 1/2 for 1909	4 1/2; 215 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,000,000	\$1,000,000	No dividend paid this year	5 1/2; 215
Shanghai Dock and Engineering Co., Ltd.	115,570	£110	£110	\$1,000,000	\$1,000,000	Final of 1/6 making 1/6 in all for 9/10	6 1/2; 215
Shanghai and Hongkong Wharf Company, Limited	25,000	£110	£110	\$1,000,000	\$1,000,000	Interim of 1/6 for 1909	7 1/2; 215 ex div.
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	£110	£110	\$1,000,000	\$1,000,000	Tis. 6 for year ending 30.12.09	5 1/2; 215 buyers
Central Stores, Limited	50,125	\$15	\$15	\$1,000,000	\$1,000,000	\$1.20 on old and 60 cents on first new issue	5 1/2; 215 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000	\$1,000,000	\$2.50 on old shares and 1.50 on new shares	5 1/2; 215 buyers
Hongkong Land Investment and Agency Co., Ltd.	5,000	\$100	\$100	\$1,000,000	\$1,000,000	Final of 5/- making 5/- for year end, 31.12.09	7 1/2; 215 buyers
Humphreys, Knap & Finance Company, Limited	250,000	\$10	\$10	\$1,000,000	\$1,000,000	45 cents for 1909	5 1/2; 215 buyers
Kowloon Land and Building Company, Limited	5,000	\$10	\$10	\$1,000,000	\$1,000,000	\$2 1/2 for 1909	5 1/2; 215 buyers
Shanghai Land Investment Company, Limited	75,000	£10	£10	\$1,000,000	\$1,000,000	Interim of 1/6 for 1909	6 1/2; 215 buyers
West Point Building Company, Limited	12,500	\$10	\$10	\$1,000,000	\$1,000,000	Final of 1/6 making 1/6 in all 3 1/2 pps	8 1/2; 215
COTTON MILLS.							
Kwo Cotton Spinning and Weaving Company, Ltd.	30,000	£10	£10	\$1,000,000	\$1,000,000	Tis. 11 for year ending 31.12.09	8 1/2; 215
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,000,000	\$1,000,000	50 cents for year ending 31.12.08	10 1/2; 215
International Cotton Manufacturing Company, Ltd.	10,000	£10	£10	\$1,000,000	\$1,000,000	Tis. 7 1/2 for year ending 30.6.09	12 1/2; 215
Loon-kung-mow Cotton Spinning & Weaving Co., Ltd.	5,000	£10	£10	\$1,000,000	\$1,000,000	Tis. 6 for 1909	7 1/2; 215
Say Choo Cotton Spinning Company, Limited	5,000	£10	£10	\$1,000,000	\$1,000,000	Tis. 25 for 1909	12 1/2; 215
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	5,000	£10	£10	\$1,000,000	\$1,000,000	15% per share for 1908	18 sellers
China-Borneo Company, Limited	50,000	\$10	\$10	\$1,000,000	\$1,000,000	60 cents for 1909	6 1/2; 215 buyers
China Light and Power Company, Limited	50,000	\$5	\$5	\$1,000,000	\$1,000,000	10 cents for year ended 28.2.08	10 1/2; 215
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000	\$1,000,000	50 cents for 1909	9 1/2; 215
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000,000	\$1,000,000	\$1.20 for year ending 31.12.09	6 1/2; 215 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000	\$1,000,000	Final of 40 cents making in all 75 cents per share for 1909	10 1/2; 215
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000,000	\$1,000,000	14 per cent. via \$1.40 for 1909	12 1/2; 215
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000	\$1,000,000	A dividend of \$1.20 per share and a bonus of 10 cents	6 1/2; 215
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000	\$1,000,000	Final of \$3 for 1909	6 1/2; 215
Hongkong Roys Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000,000	\$1,000,000	Final of \$1 making in all \$2 for 1909	9 1/2; 215
Meatchapple & Co., Ltd.	25,000	G 100	G 100	\$1,000,000	\$1,000,000	Interim dividend of 1/6 15th March	5 1/2; 215
Peck Tramway Company, Limited	25,000	\$10	\$10	\$1,000,000	\$1,000,000	20 cents on fully paid shares and 5 cents on 1/2 paid shares for year ending 30.4.1909	5 1/2; 215
Peak Tramway Company (new)	50,000	\$10	\$10	\$1,000,000	\$1,000,000	None	5 1/2; 215
Philippine Company, Limited	75,000	\$10	\$10	\$1,000,000	\$1,000,000	None	5 1/2; 215
Shanghai-Singhai Tobacco Company, Limited	10,000	£10	£10	\$1,000,000	\$1,000,000	No dividend this year	6 1/2; 215
Societe des Polices et Papeteries du Tonkin	13,300	50	50	\$1,000,000	\$1,000,000	First year	5 1/2; 215
South China Morning Post, Limited	5,000	\$25	\$25	\$1,000,000	\$1,000,000	10 1/2 for year ending 31st May 1909	17 1/2; 215
Steam Laundry Company, Limited	50,000	\$25	\$25	\$1,000,000	\$1,000,000	50 cents for year ending 31.12.08	8 1/2; 215
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$1,000,000	\$1,000,000	50 cents per ord. share for year ending 31.12.09	5 1/2; 215
Watkins Limited	10,000	\$10	\$10	\$1,000,000	\$1,000,000	25 cents for 1909	11 1/2; 215
Watson (A.S.) & Co., Limited	50,000	\$10	\$10	\$1,000,000	\$1,000,000	None	5 1/2; 215
William Powell, Limited	15,000	\$10	\$10	\$1,000,000	\$1,000,000	None	5 1/2; 215

VIENNA CAFE COMPANY LIMITED (RE-CONSTRUCTED)

QUEEN'S ROAD CENTRAL OPPOSITE POST OFFICE

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE)

Afternoon Teas, Ices, Light Refreshments.
Specially selected Brand of Wines, Spirits, Beers, etc.
An extensive modern Bakery.
A French Chef.
Hongkong 22nd July, 1910.

BAND I BAND II BAND III

AT THE

BELLE VIEW HOTEL

SHAUKIWAN ROAD,

Telephone No. 907.

By kind permission of the Commandant and Officers, the 4th Band of 20th Mahratta Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m.

On SUNDAY, the 4th September.

Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandah.

Dinner 4.15-5.30 p.m.

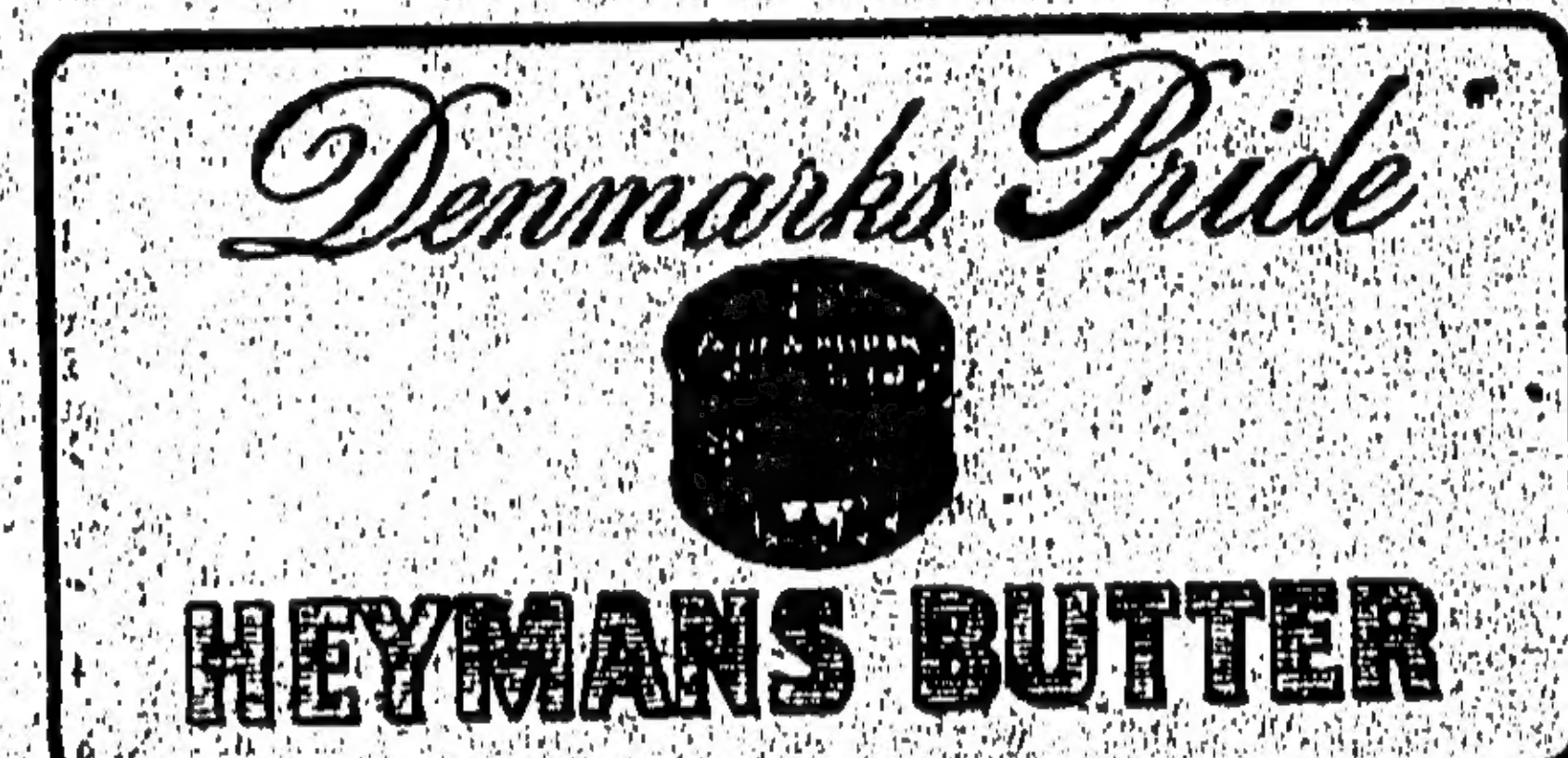
Dining Rooms can be reserved by telephoning to the undersigned.

All cordially invited.

W. GALLAGHER, Manager.

Hongkong, 3rd August, 1910.

Intimations



SIEMSEN & CO., Sole Agents.

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PRAE TRAMWAYS COMPANY LIMITED.

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WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.00 p.m. Every 15 minutes.

12.00 p.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 15 minutes.

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